

ARGUMENTS BEFORE A SPECIAL COMMITTEE  
OF THE UNITED STATES SENATE

BY

HON. DE WITT C. CREGIER, MR. THOS. B. BRYAN,

AND

MR. EDWARD T. JEFFERY

IN SUPPORT OF

THE APPLICATION OF THE CITIZENS OF CHICAGO FOR THE  
LOCATION IN THEIR CITY

OF THE

WORLD'S EXPOSITION OF 1892.

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JANUARY 11, 1890.

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WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
1890.



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## REMARKS OF DE WITT C. CREGIER.

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Mayor CREGIER said: Mr. Chairman and gentlemen of the committee, we appear before you to-day as citizens of a common country, but representing a great Western city in the interest of the world's exposition designed to be held in 1892, to commemorate the discovery of this hemisphere by that peerless and intrepid navigator, Christopher Columbus. We are deeply interested in this matter, and deeply in earnest in our advocacy of the claims of the great West. [Applause.]

The people of the city of Chicago are united in the hope and desire and determination that, wherever this exposition is held, wherever in the wisdom of this Congress of the United States it shall be assigned, that it shall excel all former events of the kind, and prove not only eminently successful, but that it shall comport with the grandeur and dignity of this great and progressive nation. To this end Chicago stands ready to lend her support. [Applause.]

I desire here, in the name of the people of Chicago to fully reciprocate the kindly expressions of fraternity which I have heard through eloquent channels this morning. There is no rivalry between the Empire City of America—New York—and the Empire City of the Great West—Chicago. [Applause.] Her people are actuated by high and noble motives. She desires, as already stated, the greatest good to the greatest number. We accord to that magnificent Empire City, New York, all she claims. She stands the bright particular star of the century and of this continent; she is indeed a mighty city. If you will permit me to say so, it was in that city I first saw the light of day, and I can never lose my affection for her. She is the grand gateway and has been the grand gateway of this nation since its foundation; but Mr. Chairman, Senators, and gentlemen, there is a new empire and a new gateway on the other side of the Allegheny Mountains. [Applause.] We recognize, I say the grandeur and greatness of the city of New York and her ability to cope with all that may be demanded of her, but that does not mean that the second greatest city in population, and importance, does not possess like characteristics.

We have in Chicago everything that may be required to conduct to a successful issue this great exposition, and we are, as I told you a moment ago, very earnest that it shall be held not only in the West but in that embodiment of the advanced civilization of that mighty empire of west of the Alleghanies—the city of Chicago, out of which are to grow the arts and sciences as the offspring of this progressive empire.

Gentlemen, we do not forget to accord to the other gateway to the Mississippi Valley—St. Louis—her advantages, but in so doing we ask that your judgment shall not be swerved from that marvel of the nineteenth century, Chicago! [Applause.]

Do not forget that New York has been growing and maturing for two hundred years. Chicago has been growing from the name of a city only fifty-three years, but during those fifty-three years the city was wiped out by the most terrible calamity that history records. Hence she has arisen, recuperated and resuscitated by the power of will and new blood to the proud position of second city on the continent and metropolis of the West, and you, Senators, and the people of this country whose representatives you are, can not deny the pride you feel in the fact that this has occurred under the benign influences of this great Government.

In the short space of eighteen years, Chicago has grown to this imperial magnificence, and she now stands the highest type of all the characteristics which have made this nation what it is, boldly claiming recognition. Remember the thousands of square miles that lie on the other side of the Alleghenies; remember the great chain of lakes; remember St. Louis, the mistress of the world's greatest rivers; remember all these things, and let New York with her greatness always in the fore, not forget that she is circumscribed, and that she must depend for her future progress and her greatness—not altogether, gentlemen, but largely—on those fertile miles and acres in the West.

If now these products pass through this great channel to which Senator Miller has alluded—the great canal through the States—remember that this young giant of the West is constructing a grand water-way to the Southwest to connect the Mississippi River with the chain of Great Lakes; that she has already undertaken that stupendous work, and will any man from St. Louis, or from this beautiful capitol city, say that the city that is able to cope with and find means to carry on that work shall have her claims for this great exposition denied?

I listened this morning to the eloquent and entertaining speech of Mr. Depew. I was very much gratified to learn that Chicago and New York are identical in one thing, and that is, that in July and August people seek New York as a summer luxury. So they do Chicago. [Applause and laughter.] And if New York is a great summer resort in July and August, I beg you, sir, not to detract from Chicago, and when Mr. Depew's friend forgot to put the ice in the refrigerator he evidently had struck for more pay. [Laughter and applause.]

Now, gentlemen, I know this is tedious. I am not going to dwell upon statistics. I am not going to say anything further, because I have two associates here who will present the matter to you in detail; therefore, I will again emphasize that Chicago wants this exposition. She is ready to meet every requirement by Government or by surrounding circumstances, and we hold that the West must be recognized, and I believe without presumption I can say that I speak for sixteen sovereign States.

Gentlemen, if you will permit me to introduce Mr. Thomas B. Bryan he will give you facts in reference to the subject with which we have been charged. He will be followed by Mr. Jeffery, who will demonstrate to you all and more than I have claimed for Chicago.

## REMARKS OF THOMAS B. BRYAN.

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Mr. BRYAN. Mr. Chairman and gentlemen of the committee, before entering upon the discussion of this question I desire to felicitate the competing cities at the wonderful metamorphosis which the last few days have wrought in their relative positions before the country. It is only a short time since that imperial—I do not say imperious—city of New York, the words of laudation concerning which just uttered it affords me the greatest happiness to indorse most emphatically, hesitated, and made known that hesitation throughout the length and breadth of this land, to say whether it comported with her imperial dignity to leave that grand city and come to the capital of the nation to ask the favor of Congress. We all hesitated and wondered whether the coy maiden could be induced to join us in this competition, and we are very glad at the last moment to meet her here in the spirit of the greatest kindness and heartiest fraternity.

Mr. CHAIRMAN. I had very great hesitation in attempting any other than a written address before this committee, for the reason that I knew New York's claims would be championed by that prince of banqueters, that wonderful son of New York, whose every utterance seems to be an inspiration, and this morning, when I observed the grand procession as it entered this room, of one hundred and three or a hundred and more New Yorkers, and noticed the delight with which their countenances were illumined, I hoped that the representatives of that great city would not be ungenerous, would not be selfish.

But the proceedings here remind me of an anecdote that is told of a Southern community where there were two colored churches, and both were about to have a fair—just as we are competing for a fair—and finally there was an agreement entered into between the representatives of the rival churches that if one gave up to the other the holding of the fair the party releasing its claim should be entitled to a pew in their own church. When the white people attended their baptisms and weddings they wanted to provide a special place for their entertainment, and one pew to be set aside was the acme of their ambition. That agreement was cordially entered into and carried out. After the pew had been set aside and the congregation had assembled the colored clergyman ascended the pulpit and said:

Bredren, on dis occasion dere will be no hymns, no sermon, but de whole congregation will join me in de little lines I has wrote for dis occasion:

Glory hallelu-yoo;  
We's got de pew—  
We's got de pew.

When a certain Atlantic steamer arrived at its dock in New York recently, that great city joined—aye, the whole of Manhattan Island joined—in the glad acclaim, “we has got Depew, we has got Depew!”

Up to that instant there had been apathy, and indifference, and languor, and inertia, but from that instant the inspiration came, and the wonderful assemblage here is the greatest evidence of the result. But, sir, carrying out the analogy, they ought to give us the fair, and keep Depew. [Laughter.]

The task assigned me in this discussion is an enumeration of some of the more prominent reasons for the location we advocate.

For their more elaborate and statistical treatment I rely on my associate, who is to follow, as an accomplished expert.

The matter under consideration being of a business character, should, in my judgement, be treated in a business way.

This country is unique among the nations of the earth in having four cities eagerly competing for Government recognition as candidates for the location of a world's fair. That fact alone is a significant commentary upon the progressive spirit pervading the land, the discovery of which the fair is designed to celebrate.

The claims of three of those cities have already been presented to you: of St. Louis, the pride of the great Father of Waters; of Washington, this queenly city of cherished name, with its peculiar charms and historic associations; and of New York, the commercial metropolis, to whose growth and greatness we bid God-speed, sincerely proud, as we are, of her front rank among the great sea-ports of the world.

In this quasi-nominating convention, it behooves each of those appointed to present the names of "favorite" cities to abstain from all disparagement of the competing candidates, except such as results inevitably from comparisons instituted, and such as may be justified in response to what may have gone before. For the sake of economizing time, allow me to outline the argument by introducing here a series of questions into which I endeavored some time since to condense the main features of the discussion.

What are the indispensable requirements of an eligible location for a world's fair? The answer is, Are not chief among them abundant supplies of good air and pure water, as well as ample space, accommodation and transportation for all exhibits and visitors, together with convenient access to the greatest number? Can any fair-minded and well-informed man pronounce Chicago deficient in a single feature of these essentials? Confining our questions to cities of over a million of inhabitants, has any other than Chicago so cool, comfortable, and wholesome a summer climate?

You will observe my caution. I said to confine it to cities of over a million inhabitants, for the gentleman who faces me, and who represents that great pride of the Mississippi River, remarked here the other day—and we were so glad to hear it—that by the inventive ingenuity of those desiring to get the fair a weather clerk in St. Louis had been found to discover that the summer climate of St. Louis was as cool as that of Chicago. We want them to lay that to their bosoms in the dog-days. So in our comparison we confine ourselves to cities of a million and more of inhabitants. Has any other city than Chicago so cool, comfortable, and wholesome a summer climate?

Can any offer to millions of visitors in the dog-days equal immunity from sun-stroke and disease? Has any so limitless a supply of fresh air and fresh water as the works now in progress of construction insure to Chicago? Has any equal hotel accommodations and railroad facilities, with assurance from hotels of no increased charges, and with like assurance that the inland transportation of foreign exhibits will not exceed the cost that would be incurred in the unavoidable breaking of

bulk with extra handling and carting elsewhere? Has any such city an equally accessible location as Chicago for the great bulk of exhibits and visitors?

The answers to these questions are suggested in the questions themselves, and they will be more accurately and elaborately replied to by the gentleman who succeeds me, Mr. Jeffery, an accomplished expert. We sent him to Paris as the representative of Chicago, and how any one man could have accomplished more than he did in the brief sojourn he had there, it passes my comprehension to say.

Mr. Depew said this morning that he had a great disregard for all arguments that were confined to circles, and yet without the use of the word "circle" almost every orator who represented New York has been discoursing day upon features within a radius of a certain city called New York, and therefore it is the circle in imagination and in thought, although they may not use the word "circle"; and I leave it to my friend Depew if we can not show within a reasonable circle of Chicago a propinquity of population as large as that which the gentleman discoursed upon for the vicinage of New York so eloquently this morning.

As to the grounds themselves for the fair proper Chicago is thoroughly in accord with the views expressed by Mr. Astor to the New York committee, in these words:

"In the first place we must have two or three hundred acres of thoroughly level ground, that must be clear of buildings, and that we must be able to occupy free of cost."

I repeat this in order to emphasize the wonderful conformity of his absolute requirements to the site chosen. "In the first place," says Mr. Astor, "we must have two or three hundred acres of thoroughly level ground, that must be clear of buildings, and that we must be able to occupy free of cost."

As to the success of New York in obtaining such a site, I did not intend to institute any inquiry. I did not come here with any such idea, but inasmuch as throughout the whole of the arguments the comparison has been instituted between the cities in one form and another, in the kindest feeling I will respond to them. I examined that site. I tried to walk over it; that was impossible. I tried to ride over it, and that was still more impossible, if there can be an extreme to impossibility.

Now, gentlemen, let us state facts to-day. I know full well that you gentlemen are here for facts. But first let us look at the sites in Chicago and the sites in New York. Can any honest man—any straight, fair-minded, dispassionate man—tell me that the site selected in New York is a proper site for a fair, or is it a dernier resort?

I observe the restlessness of my friend Mr. Stokes, for in a large degree to his indefatigable efforts the New York movement has been carried to its present position, and I know his mind is set upon that site; but notwithstanding that, the truth is, and every man and every woman in this great country examining the facts will tell you, Mr. Chairman, that that site is not the proper location for the world's fair. It has physical obstructions; avenues cut through it in all directions. It has difficulties of unevenness. It requires a vast expenditure of money to purchase and tear down buildings, and it requires the expenditure of a vaster sum to blast out its rocks.

It needs professional dynamite to blow up the constitution of the State, to occupy that site legally for an exposition. I know that I reflect some legal minds of New York City when I say this. I know that

it requires an act of condemnation to occupy some of that land and by the right of eminent domain for individual enterprises. I know more, that one gentleman in this room, in this distinguished body from New York, followed the announcement of the selection of that site with a deliberate and true report, and to what effect? That it was utterly unsuited; that it was physically almost an impossibility to use it for the purposes indicated, and he gave figures to show that throughout the entire domain so selected there was not room enough for the erection of a machinery hall of adequate proportions and capacity. But how the blandishments of the distinguished orator of New York could change the physical conditions of that ground is more than I am able to say. The New York Times gave at great length the article of the then critic of the site, and pronounced him as skilled an expert in real estate matters as any other man within that municipality.

Grounds to the extent of one or two or six or ten hundred acres on our broad plains in and around Chicago are at our service. There is not a house to buy, and not a rock to blast, and not a cubic yard to grade. Not a dollar of rent to pay out of this guarantee fund. Throughout the length and breadth of this land there can be found no city of adequate population and adequate resources that can present to the Congress of the United States such plans and such adaptability of ground to the purposes of the great Exposition as can Chicago. [Applause.]

Passing from that to another point, I agree again that vast congregations of people in the immediate center and focal point of an exposition is an essential requisite to its financial success. What have we in Chicago? We have within five or six minutes, or possibly ten minutes, to the most remote of our prominent hotels, a park which seems to have been made and left there unoccupied for this express purpose. The refrigerator that my facetious friend spoke of is close and overlooked by it; and where upon the face of the globe is a better site for a fine art or a machinery hall than just that? Dispensing entirely with any other conveyance, there is the old-fashioned "shanks' mare," which the great bulk of us in the West love to ride. (Laughter.) Is not that essential? Is it not essential that the artisan, and the farmer, and the shop-keeper, and the man of humble means may be able to reach that exposition without the expenditure of a dollar, and walk in and walk out, and get to his home without resort to any means of public conveyance? Precisely that condition of things must there be, and based upon it is the calculation of what is necessary to the success of such an enterprise.

It has been my privilege to spend years abroad, and to study these expositions in London and in Paris and in this country, and never yet have I seen the site of an exposition so physically unsuited for it as the chosen site in the city of New York, before, at least, its topography is changed at a cost of millions. We may rely that Mr. Astor told the truth when he laid down the essentials of an eligible location. Beautiful scenery, I grant, from some of the rocky summits. So there is splendid scenery from the crowning point of Pike's Peak. Why do the farmers of the land echo the voice of their representative in the cabinet favoring Chicago as the location for the exposition, which is the "center of the greatest stock-raising region of the globe?"

And here again I listened with intent interest to the speech on that subject by the gentleman who addressed you in reference to the agricultural advantages of location at New York, led by that distinguished "friend of the grangers," of whom I can only say Chicago is very proud, and

whom she would have been willing to have elected to preside over all the granges of the United States.

Now, what are the facts in regard to the farmer? It was my privilege a short time ago as delegate to the St. Joseph convention to talk among the farmers of the West. They had assembled there from several States. What did they say? I will tell you what they said: "We have been treated most abominably at every great fair held in this country."

And I would like to ask that gentleman how long has it been since there has been an agricultural exposition in New York? Some gentleman said "two centuries and a half ago," but that is beyond my time. That wonderful agricultural State (New York) has permitted centuries to pass without a single suitable representation of that interest. Does Chicago act likewise? Chicago and St. Louis circles were handled delicately by Mr. Depew this morning. He has a very happy faculty of insinuating and driving in the needle so dexterously that no man complains, but it stings just the same [Laughter]. I saw a smile playing on his countenance as he drove in his points. I know he is very adroit in handling these matters.

Mental adroitness sporting over disjointed facts and fallacies reminds me of the squirrel sporting over the top of a ramshackle fence; the agility we admire, but not the fence.

For illustration, that gifted orator has just coupled with his mention of subscriptions to the fair fund the satirical comment that "the chromo business is impossible in a fair." He credits Chicago with four millions, instead of five, which is its actual bona fide subscription, with reserves following that amount. And then he facetiously adds: "I believe they have assessed the population within the circle several hundred millions."

Mr. Chairman, no one objects to the pictures however highly colored, nor to monuments however colossal, in honor of New York. But I insist that Chicago is at least entitled to a simple shaft of truth upon a pedestal of facts.

To the imputation to-day, and often before, that whilst New York has moved forward with dignified and majestic step, Chicago has been sedulously occupied in "brass-band and trumpet-blowing performances," allow me to say that the truth is precisely the reverse, as a comparison of the official circulars will show, and as further proven by this very matter of fund raising in the respective cities.

Chicago's press has been free from any urging of subscriptions, relying, as well it might, on the public spirit ever dominant in that young giant of enterprise. New York's press, on the contrary, well nigh exhausted its editorial ingenuity in oft-repeated and urgent appeals for subscriptions, and at last resorted to direct goading by name of the non-responding millionaires.

Even that harsh expedient failed, and the despairing committeemen applied in frantic appeals to their Chauncey to save them lest they perish. He went to the rescue, he went to a banquet, he went for the dilly-dallying, and, amid sparkling wine and sparkling wit, he cried aloud:

"DOWN WITH THE DUST, OR WE ARE GONE!"

What is the truth? The farmers of this country overwhelmingly want Chicago, and I speak advisedly, for I have watched the agricultural journals of the country on that subject, and they want the fair at Chicago, and why? Simply because in the magnificence of New York's appropriation for the agricultural exhibit, as I had occasion lately to say.

they devote to it ten acres, and any strong, spirited, high-mettled animal of the West would paw the earth and snort his contempt for such a pitiful appropriation.

Ten acres for this magnificent agricultural site! What for? New York? No! What for? For the vast domain of America? Oh, yes; South America and Mexico as well. *Ten acres!!*

Answering this suggestion for making ample provision for the most extensive farm and stock exhibits, the New York official circular of the world's fair committee attempts to turn it into ridicule. Chicago, whilst projecting an exposition on the grandest scale possible for this country, embracing the fine arts and the most delicate products in every department of human skill, is not unmindful of the most ancient and the most useful of all the vocations of man. Nor does she propose to stint such rural exhibitors, as at the New York exhibition of 1851, and, indeed, at all expositions hitherto; but, on the contrary, offers hundreds of acres for those exhibits alone. Doubtless there may be some dainty souls who dread to encounter "country bumpkins and mammoth pumpkins," and yet who are partial only to live stock, such as snub-nosed pugs, with ribboned necks and heads pillowed in their masters' laps in frescoed chambers. But the *people* prefer to see the live stock such as Webster loved, and Clay loved, and Grant loved: superb horses, with arched necks, flashing eyes, and faultless forms, snuffing the morning air, and neighing as if in consciousness of nobility of blood, flying like the wind over broad fields under the canopy of heaven.

*Why do the lumbermen, the ironmen, the miners, and manufacturers of mining machinery, and many other industries, join in the demand for this central and convenient location?*

Why not accede to their united preference, offering the amplest space and the greatest facilities for their several exhibits, to enable them to show, as never before, the boundless natural resources of this country? For instance: our inestimable mineral wealth in the richest conceivable display of ores, and of machinery for their treatment, enlightening our people generally, as well as home and foreign metallurgists?

Why should not all Americans and attending foreigners have an opportunity of judging of the country as a whole, not by mere inspection of its outer edge, but by coming into its body, and witnessing its phenomenal success?

Why should they not all come to its greatest inland city—a fair in itself, as a marvelous growth in a few years from a frontier camp to a metropolis of immeasurable destiny—and see for themselves whether it is true or false that she is the focus of the greatest inland commerce of the world; has the most extensive park system, the longest and most beautiful drives, including that named after and worthy of Sheridan, to be found on this continent; and in the absence of an Eiffel Tower, another structure, the Auditorium, of several times its cost, and incomparably greater utility?

The argument against holding the fair in the interior based upon the supposed loss of both foreign visitors and exhibits, because not held at the seaport, has been completely exploded by the prompt and hearty responses from leading merchants and the ablest journals of Europe in favor of Chicago. Mr. Jeffery can relate his personal experience in that matter, and I need not detain the committee beyond the briefest mention of a few reports from abroad indicative of the very general preference expressed in our favor.

On December 7 return was made through the letter now in my hand

from a correspondent of the reliable house of J. H. Walker & Co., in answer to a circular letter addressed to a large number of the leading manufacturers in Great Britain of linen, cotton, silk, woolen, and velvet goods. He writes: "As yet we have not had time to hear from all, and I expect many favorable replies will come in from French, Swiss, and British manufacturers."

"We have not received a single unfavorable reply, and most of the firms who wish to be considered neutral (as between Chicago and New York) do so on the ground that the matter is in the hands of their American representatives."

In favor of Chicago, as the site for the exhibition, are nineteen firms' names and addresses given as the committee can see; opposed to Chicago, *none*. A few are neutral. Another heavy Chicago firm, Carson, Pirie, Scott & Co., report like experience with their foreign correspondents. For instance, Hay & Robertson, manufacturers, write to them: "Having some slight knowledge of your great country, we have no hesitation in thinking that Chicago, so centrally situated, will appeal to a much larger area of population than a city situated on the eastern sea-board will do."

G. L. Turney, London, writes: "The knowledge we have of Chicago certainly leads us to the conclusion that no city in the States is in such a commanding position for the purposes of an exhibition as Chicago."

August Witting, of Chemnitz, writes to Walker & Co.: "Being personally acquainted with both cities, I dare say, and have no doubt, that Chicago would bring the exhibition to be far more a success than New York. I am sending \$250,000 worth of cotton hosiery to the States annually, and find that Chicago, more than any other city, has enlarged its functions."

J. Caussade, of Paris, writes to W. H. Hagedon: "I hope the exposition is to be held in Chicago. I believe more of your country friends will be able to come and see it, as the center of the United States, and Eastern and Western people will both be at the same distance from it. So our French manufacturers will have a larger opportunity to show their productions; more visitors will see our exhibits. I hope to go over there."

Luhring & Dietzgen, of Chicago, send "a letter from one of the largest paper manufacturers of France, Johannot & Co., of Paris," in favor of Chicago.

Lyon & Healy, of Chicago, send us "a letter from Conesnon & Co., of Paris, the largest manufacturers of band instruments in France." They write: "We think most favorably of the location of Chicago as a business center for such an exhibition, and we have no doubt it will meet with a great success with foreign manufacturers. As far as we are concerned, we think there is a much better chance for us to show our goods in Chicago, where they are not much known, rather than to show them in New York or Philadelphia, where we are in regular business transactions with several dealers for the last thirty years. As soon as the exhibition is decided we should like to know particulars."

Bell, Conrad & Co., Chicago, send us from Pluggers & Co., of Rotterdam, a lengthy letter favoring Chicago, one clause of which will suffice to quote: "As far as we are personally concerned we would probably feel inclined to exhibit certain of our colonial products in Chicago which we would certainly *not* do in New York, and we are sure that many of our merchants and manufacturers feel the same way."

Davidson & Sons, importers of marble, Chicago, send many letters

received by them from various sections of Europe enthusiastically favoring Chicago and promising exhibits of Carrara and other marbles.

Locke, Huleatt & Co., Chicago, and very many other merchants, are in receipt of similar favorable replies. For instance, this just at hand, from J. F. Kalbe, of Berlin, manufacturer of musical instruments: "In my opinion Chicago is the most desirable city in which this exhibition is to be held, and as, during the long time I am dealing with the United States, I flatter myself of having acquired a good knowledge of the American trade and circumstances. I believe, for sure, that this meaning will be divided by nearly all my countrymen interested with the American trade."

As world's fairs and national celebrations have hitherto been held in the extreme East and South, is it not the West's turn now, by the rules of rotation, and by every consideration of comity and fairness?

Should I dwell, Mr. Chairman, for a few moments in the consideration of this final question, it will be because it suggests, to my mind, by far the most important reason for the location of the fair in the interior, its tendency to promote harmony between the East and the West.

The great body of the people of the West know that the first suggestion of the fair was in the West, and for the West. Three years after the close of the Philadelphia Exposition, the subject was first agitated in Chicago, articles published in the newspapers, correspondence instituted with people at home and abroad, and application duly made to the Illinois secretary of state for articles of association. Ever since then the subject has been renewed in one form or another in Western cities until the present competition arose.

Not long after the New York world's fair committee's first publications, Missourians issued a circular to a number of Western States for a convention at St. Joseph, Mo., to unify the sentiment of that section, and "setting forth why the Columbus centennial should be held in some western city as against any eastern point."

The unanimous action of that convention, including an exceptionally large St. Louis delegation, was most emphatic in favor of the object of the call. Since that time the conviction has been steadily growing throughout the entire West, and from Oregon to the Gulf, that, in view of the holding hitherto of all the national fairs and celebrations at the extremes of the country, the Columbus fair is due to the West, and to Chicago, its chief representative city. In this matter Chicago is for the West in the interest of the entire country, and the West is for Chicago.

The press and the people of that section were never more nearly unanimous upon any subject than that the forthcoming fair belonged of right to the West.

A distinguished citizen of Nebraska, Mr. Thurston, in a recent speech declared that having during the past few months traversed every State and Territory of the West, and carefully noted the preferences of the people, he could unhesitatingly assert that there was scarcely any difference on the subject, nineteen-twentieths being united in desiring the fair to be so held. Outside of Missouri he heard of Chicago only as the appropriate place.

The strongest confirmatory evidence of this is the official action in that behalf of municipal, commercial, and industrial bodies all over the land, and especially where most hotly contested by competing cities.

The mail of this morning brings me the formal announcement of like emphatic action of the Denver Chamber of Commerce, and also of the common council of Dallas, Tex., the last of the contested Western

cities. The accompanying letter mentions that Dallas is "deeply impressed with the benefit to accrue to Texas by the location of the fair at Chicago, the great Western metropolis."

Does it never occur to our Eastern competitors that the foreign visitors, characterized by the New York committee as the "*elite*" from abroad, would in any event visit those cities as well as others of the East, thus distributing the resulting benefit from the fair?

Would not Washington derive more benefit from such a gradual influx of strangers, for whom it could adequately provide, than from a congregation here of hundreds of thousands, to overtax the already crowded and expensive hotels; to overtax the water supply already insufficient; to overtax the transportation facilities, even now a source of constant complaint; to overtax the modest means of many thousands of salaried and other citizens by the increased cost of living?

Many of us, born and raised in the District, and most anxious for its continual growth and prosperity, judging from our observation of world's fairs in Europe and America, are sincerely of the conviction that because of the summer heat, the want of a vast population, and adequate provision for millions of visitors, Washington would suffer from a world's fair.

The conviction prevails in the West that a denial now by Congress of the fair to the only great section of the country that has helped others and patiently waited for its turn, would be an act of injustice and sectional favoritism. Meanwhile the rule early adopted and rigidly adhered to by Chicago's world's fair committees (misstatements to the contrary notwithstanding) still obtains in the avoidance of all intemperate language, all harshness or severity of criticism, all undue noise and display. In all their earnestness, zeal, and activity they have uniformly observed every propriety of discussion.

Mr. Chairman, an Episcopal prelate quoted in this city last Sunday, when mentioning in his sermon the prevailing ignorance or want of appreciation of the West, the singular utterance of Daniel Webster in the same direction: "What do we want with this vast worthless area, this region of savages and wild beasts, of deserts, of shifting sands and whirlwinds of dust, of cactus and prairie dogs? To what use could we ever hope to put these great deserts, or those endless mountain ranges, impenetrable and covered to their very base with eternal snow? What can we ever hope to do with the western coast, a coast of 2,000 miles, rock-bound, cheerless, uninviting, and not a harbor on it? What use have we for that country?" This was the erring judgment of the greatest statesman of the age, the highest of the illustrious trio, pointed out to the children of that day as Webster, the thunder, Calhoun, the lightning, and Clay, the rainbow, of the Senate.

And yet, even he, as well as ninety-nine hundredths of the plain, sensible people of this country, came within the scathing of the New York World's committee, for he was wont, to my certain knowledge, "to sit upon his front steps," and the Healy portrait shows his wife "opening the door for him."

"He knew whose gentle hand was at the latch  
Before the door had given her to his eyes."

As I passed through you Supreme Court room, the bust of John Marshall recalled the historic fact he was noted for "primitive simplicity." He, doubtless, sat on his front steps, and then sat on the bench of that great tribunal, first made illustrious by his unerring and luminous decisions.

Who of us does not recall the misgivings expressed as to Grant's rapid promotion because he had once "driven his own wood-cart in the West?" Granted, and he mounted a chariot of glory worthy of a Caesar. He commanded the mightiest host that ever trod the earth; and, still more, he commanded himself. When roaming over the world as a private citizen he preserved his imperturbable self-possession, and received in quiet dignity the willing homage of the peoples and potentates of the earth.

And yet another son of the West occasioned doubt; for I well remember the gloom of the New Yorkers in the Chicago Wigwam at the defeat there of their candidate by "a Western backwoods lawyer," Abraham Lincoln. He, too, had "large hands and large feet," but also a large heart and a large brain, whence issued words of surpassing eloquence, of tender pathos, of patriotic warning, that rank among the sublimest of all human utterances. Having emancipated a race, and saved the Union, he fell a martyr to liberty, and went among the stars.

Mr. Chairman, let the people of the East mingle more with those of the West, and see the land that disproves the assertion of Herodotus, that "a country possessed of a rich soil never yields a product of heroes."

It is that West that wants the fair, and will, I fear, let its voice be heard ere long, if unheeded now. Surely a general impression of flagrant unfairness, whether unfounded or not, would occasion New York incomparably more damage in the end than the fair can possibly benefit her. No observant man can come in touch with the farmers, the timber men, the miners, to say nothing of the rest of the people of the West, and fail to discover that this matter of their united preference has become one of pride, and has been taken to heart. They feel that for the first time, as their journals tell them, there is a chance for a proper representation of their interests.

*Senators :* The judgment and preference of the people, I trust, may be yours. Above all, let the great commemoration be free from any degrading association of a purely mercenary character. If it be put up to the highest bidder, the honor of the country will be "knocked down" with it.

Mr. Depew admits that whatever else New York has she has not civic pride. And precisely her want and Chicago's possession in an eminent degree of that citizen virtue emphasizes the merits of the latter's candidacy for the fair, and furnishes an assurance, if in her charge, of its magnificent success. When listening to him just now and realizing that when he opens his mouth he opens a casket rich in jewels of rhetoric and wit, it occurred to me that if the blocks of wit quarried from his brain could be converted into blocks of marble, the feet of New York's Goddess of Liberty would not have so long wearied for the want of a pedestal, nor her eyes so long strained for a glimpse of the Memorial Arch and the Grant Monument.

Give the fair, therefore, to the West where it belongs, and New York and Washington will thank us for sparing them its cares and embarrassments, whilst they profit by its visitors. Then will the people of the country, and especially the farmers, believe that there are in the councils of the nation true friends of the grangers. That mighty empire of the West points to Chicago as her trysting-place for the Exposition and fair-dealing.

## ARGUMENT OF MR. E. T. JEFFERY.

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MR. JEFFERY: Mr. Chairman and gentlemen of the committee: The task has been assigned to me of endeavoring to show to you in some detail the ability of Chicago to satisfactorily and in a proper manner conduct its proposed exposition in 1892.

I am one of those who believe that the engineering and architectural skill embraced in the limits of the United States can plan, construct, inaugurate, and conduct a satisfactory national and international exposition in any one of the great cities of our country.

New York has at her command as eminent architects and engineers as Chicago or Washington or St. Louis. Chicago can command as able engineering and architectural talent as can New York, or this the great Capital City of our nation.

It is therefore not worth while for me to waste your time and the time of these people who are listening to us by endeavoring to show that any other city can not undertake and carry out in a proper manner the exposition to be held in 1892.

It seems to me, sir, representing Chicago as I do, that I should say to you and to your associates that our city has within its borders several sites suitable for an exhibition that will be a pride to every American citizen, and that we are sure it can conduct the enterprise to a successful issue in a proper and creditable manner. [Applause.]

The first requisite, as has been stated by older and more eloquent tongues than mine, is the financial basis upon which to build. Following that the physical features must be fully and fairly considered.

I, therefore, sir, present to you the certificate of the chairman of the executive committee of the exposition of 1892 in Chicago, signed also by the secretary, certifying that \$5,000,000 have been subscribed in aid of the enterprise.

The CHAIRMAN. May I ask right here if you will file the subscription list or a copy of it with the committee?

MR. JEFFERY. It will be filed, sir, if that is the order of the committee.

The CHAIRMAN. That has been asked of the representatives of the other cities, and they have complied therewith.

MR. JEFFERY. The certificate which I have is as follows:

JANUARY 11, 1890.

The undersigned certify that the sum of \$5,000,000 has been subscribed for the world's exposition of 1892 in Chicago by bona fide subscribers who are, under the laws of the State of Illinois, individually liable for their subscriptions.

And we further certify that the books and lists containing said subscriptions for the full amount of said \$5,000,000 are in charge of Mr. Lyman J. Gage, vice-president of the First National Bank of the city of Chicago, chairman of the finance committee of said world's exposition of 1892.

DE WITT C. CREGIER,  
*Chairman Ex. Com.*

E. F. CRAGIN,  
*Secretary.*

It is but natural that it should occur to the honorable committee to inquire if it is expected that Chicago can construct and conduct for the sum mentioned the exposition contemplated.

Such an inquiry would be both reasonable and proper, and to meet it I will state the estimated resources and expenditures of the undertaking:

Subscription fund.....	\$5,000,000
Receipts from sale of privileges.....	1,000,000
Receipts from admissions, 15,000,000, at 50 cents each.....	7,500,000
Sale of material after exposition closes.....	500,000
Total estimated resources.....	14,000,000
For buildings and preparations of the grounds and their adornment....	7,000,000
For administrative and other expenses.....	3,000,000
For contingent fund.....	4,000,000
Total.....	14,000,000

It has been found difficult for those who have had this project under consideration in Chicago to prepare in a reliable, comprehensive, and satisfactory manner plans for buildings suitable for all the requisites of 1892 when it is not known by a single American citizen in New York, Washington, St. Louis, or Chicago what aggregation of space will be required, for no applications have been made nor has direct and positive information been obtained.

It is therefore, if you will pardon me, wasting your time and that of those who have and who might have prepared plans to submit to you, to consider at this early day any plans. The representatives of these various cities have no reliable data and information. They are confronted with an entire absence of it.

It is true that some unreliable estimates have been based upon the records of former expositions, Paris furnishing a striking and a recent basis; but the comparisons can not be depended upon for the reason, if no other, that we have here an aggregation of over forty States, many of which will unquestionably desire to appropriate money for their own independent buildings and their own exhibits. This has been done before, and doubtless it will be done again.

It is not known to what extent Mexico and Central and South America will participate. It is not known, nor can it be known except through diplomatic channels, which you gentlemen understand better than I do, the extent to which foreign nations will co-operate, the appropriations of money they will make, and the space which they will desire.

I say, therefore, that those who have had this subject under consideration in Chicago have for these reasons deemed it unwise to lay before you imaginary plans and occupy your time needlessly with suggestions which may be entirely changed.

Having briefly submitted to you the financial basis, I wish now to draw your attention for a short time to Chicago and its ability to conduct properly the exposition. For that purpose, Mr. Chairman, I have had a map prepared, and if this gentlemen [Mr. James Wood, of New York, who sat in front of the map] will kindly permit me to bring Chicago to the front for a minute, I will be happy to explain what the map was made to show.

This red line [pointing to the map] shows the boundaries of the city and where they rest, at the southeast, upon the Indiana State line. The blue coloring, it is scarcely necessary to say, illustrates the waters of Lake Michigan. This heavy line to which I am now pointing repre-

sents the Government break-water, which to the west of it has what is known as the "outer harbor;" Chicago River has its entrance here, and with one branch to the north and the other to the south separates the city into three divisions which are connected at nearly every street by suitable bridges or tunnels for the convenience of travel. Within the limits shown there are 165 square miles and a population of over 1,100,000 people.

The city possesses upon its lake front opposite to the outer harbor already referred to a tract of land which can be enlarged and extended into the outer harbor and made to embrace at a reasonable cost over 200 acres, and if necessary according to some estimates 260 acres of land. Upon it, convenient to all the principal hotels and right in the business heart of the city, adjacent to its great railway stations, contiguous to its street-car lines, cable and other, can be placed a great machinery hall, a palace of the fine arts, and buildings intended to display the liberal arts and the diverse industries of the nation and the world.

For the agricultural exhibit—which it is scarcely necessary to say after all the eloquent tributes that have been paid to the farmer by those who have preceded me—for the agricultural exhibits, which will be very large, requiring not less than 640 acres of land, another location near the lake or in the westerly part of the city can be readily prepared.

Where I am now directing your attention [pointing to the map] is a park of 586 acres of land, improved, beautified and adorned, Jackson Park, within the confines of which as fine an exposition in all its various branches can be planned as has ever been placed in any city in the world. Nor would it be inconvenient of access, for all lines of excursion steamers can readily reach it from the heart of the city, and they can by this channel, 14 feet deep, which you observe on the map and which now exists, convey the people right into the grounds. Jackson Park has still greater facilities of approach by railroad. All these railroads resting in here [indicating on the map] have, with one another, what railroad men technically call Y-connections and by means of these and some additional tracks that can be readily built a great concourse of people can be gathered in Jackson Park or removed from it in a very short space of time.

In the west division of the city are three parks, Humboldt of 200 acres, Garfield of 185 acres and Douglas Park of 179 acres and adjacent to Jackson Park, the one about which I have been speaking, is situated Washington Park, containing 371 acres. There is an aggregate of 2,000 acres in these various parks, and of these 2,000 acres over 950 are in Jackson and Washington Parks, which are within half a mile of one another, and connected by a broad boulevard. All these parks are connected, as you will observe by following these green lines, by boulevards ranging in width from 100 to 200 feet. There is a cordon of beautiful parks and boulevards encircling the city and yet within its limits.

Centering in this city are 24 railroads. I mean that 24 railroads have terminals in Chicago. Not, gentlemen, 24 railroads which reach Chicago over the lines of other railroads, but 24 railroads having terminals there. These railroads in all parts of the city are connected, as you will observe, by belt lines and other tracks, so that within the city there is a complete network of railroad tracks for the interchange of freight and passenger traffic.

Here [indicating on the map] is one belt formed within the heart of the city, another belt formed a little farther south, another one still farther south, another one west and south both. Another one is near the western city limits and follows those limits southerly for some distance and then turns eastwardly and connects with the great trunk lines reaching Chicago from the East and from the South and South-west.

It must be evident that no other city in the world has within its limits such a complete, well-connected, comprehensive, accessible, and in times of great traffic absolutely indispensable system of railway tracks as has Chicago, and I speak whereof I know from actual observation and investigation in the great cities of this country and of Europe.

I alluded to the opportunities for transportation by water between the city and Jackson Park. In connection with that it is proper I should direct your attention to the magnificent opportunity afforded if the exposition be placed upon the "lake front" or at Jackson Park for a marine exhibit worthy of the United States.

And let me ask you, gentlemen, to bear in mind that there can be constructed in Spain three vessels identical with those that the great Columbus commanded. They can be manned by sailors where the vessels are built and be sailed thence across the Atlantic, and by way of the canal and our magnificent lakes can enter the port of Chicago [great applause], and there illustrate by an object lesson—a great historical object lesson—what was accomplished by that fearless navigator four hundred years ago. [Renewed applause.] That lesson, gentlemen, is worthy an age of eloquence from orators as distinguished as those who have preceded me to-day.

I am unfortunately compelled to go through the embarrassing task of trying to interest you in figures. I know how very tiresome this is to you. I know how difficult it is to weave a mass of statistics into an interesting story, but I beg you to bear with me until I get through, and I promise to lay before you as few as are necessary to convince you of the facts in this case.

First let me suggest that as the exposition is a great undertaking, involving a wonderful amount of labor in a short time, it is essential that you who are considering the subject should be convinced that the parties desirous of undertaking it have the ability, the energy, and the force at hand to construct and conduct it.

To convince you of this in our behalf, I wish to say that the mechanics of Chicago constructed in 1888, at a cost of \$21,000,000, 5,000 buildings upon a street frontage of nearly 25 miles, and that in the enlarged city limits as shown upon this map they constructed during 1889 buildings which occupy a street frontage of 55 miles.

In Chicago, as you know, the commerce is gigantic. The traffic is so large that it taxes the energy and the vitality of those who are there to conduct it, and it has brought to the front within our city men of the most intense energy and the strongest wills and the most consummate tact and skill.

The receipts of flour and grain at Chicago in 1888, the former being reduced to bushels aggregated 182,588,188 bushels. The shipments from Chicago amounted to 156,659,986 bushels.

There were received in 1888 at Chicago 4,938,413 hogs; 2,611,543 cattle; 1,515,014 sheep; 55,333 horses; the total valuation of which was \$182,202,789.

The live-stock received during 1889 amounted to 11,000,000 head valued at \$204,000,000.

The receipts of lumber in 1888 amounted to 2,066,927,000 feet, board measure.

The number of manufactories in 1888 was 2,400 with a capital of \$117,000,000. The average number of workmen was 132,000 who received \$74,000,000 in wages, the products of the manufactories being \$402,000,000 in value.

In manufactures of steel rail and steel and iron products, about \$24,000,000; in pig-iron, \$17,000,000, and in foundries, machine-shops, and similar mechanical industries, \$38,000,000, are the values of the articles produced in 1888.

In Chicago is located the principal offices and plant of the greatest steel-rail manufacturing company in the world, and the one that has the greatest daily capacity. I refer to the Illinois Steel Company, with an output of 3,000 tons a day. I mention these things to show that our city has within it the mechanical talent, has within it the artisans, has within it the ability and the enterprise to build and conduct in a practicable and satisfactory manner the enterprise under consideration or any other undertaking within the limitations of human minds and hands.

Nor is Chicago deficient in educational features. It has over 100 public schools occupied by over 100,000 scholars. It produces annually in bound books over 8,000,000 copies not including those in paper covers, but including them, which will add 2,500,000, its product is at the rate of 35,000 copies a day, more than 30 per cent. of which go to eastern markets. The sales of books in Chicago in 1888 aggregated \$9,300,000, not including atlases, maps, directories, and similar things.

The credit of our city is good. Her debt is but \$12,500,000, which is less *per capita* than that of any other city of equal or greater population. In 1857 it paid 8 per cent. on loans. In 1889 the city refunded at  $3\frac{1}{2}$  per cent. \$282,000 of its maturing 6 per cent. bonds, the new  $3\frac{1}{2}$  per cent. bonds commanding \$102 $\frac{1}{8}$  in the market.

The ability of Chicago to take care of visitors comfortably is rated by those who estimate conservatively and with a view to ascertaining facts at 150,000 per day. There are arriving and departing 850 trains daily, and, as I have said before, there are 24 lines having terminals there.

In this connection let me say that by referring to the Official Railway Guide for December, 1889, you will see that St. Louis has 17 railroads with terminals in that city, and New York is credited with 14, most of which, however, have terminals in Brooklyn and Jersey City, necessitating the use of ferries for passengers to and from New York.

In reference to temperature and health, I wish to call your attention to discrepancies of statements made by representatives from the different cities. St. Louis gives Chicago a higher temperature than Chicago's own observers and statisticians offer. Chicago gives St. Louis a higher temperature than perhaps St. Louis is willing to admit.

The average mean temperature for New York, Washington, St. Louis, and Chicago, as compiled in October, 1889, by Louis Manassee, optician and mathematical instrument maker, 88 Madison street, Chicago, for the months of May, June, July, August, September, and October, 1886 to 1889, inclusive (except the month of October 1889) are as follows:

	°F.
New York City .....	66
Washington .....	68
St. Louis .....	70
Chicago .....	62

In mortuary statistics I have taken the statements of Dr. De Wolf, health commissioner of Chicago; Professor Nipher, who was quoted

by St. Louis orators; the American Almanac for 1889, page 52, and have averaged these three authorities. The figures, which I will read, will no doubt give you a fair basis of comparison.

	Chicago.			New York.			Washington.			St. Louis.		
	1886.	1887.	1888.	1886.	1887.	1888.	1886.	1887.	1888.	1886.	1887.	1888.
Dr. DeWolf, health commissioner, Chicago ...	19.4	20.2	19.0	27.9	27.2	26.3	22.9	21.8	22.4	20.6	21.8	20.4
Professor Nipher, used by St. Louis .....	21.5	23.4	23.2	25.9	26.3	26.3	.....	.....	.....	19.6	21.0	20.0
American Almanac, 1889, page 52 .....	19.4	20.2	.....	26.3	26.2	.....	25.1	24.4	24.3	20.6	21.6	20.7
Average of the three statements .....	20.1	21.2	21.1	26.7	26.6	26.3	23.5	23.1	23.3	20.4	21.7	20.4

I submit these to you, not because I attach much importance to them, but to show that a statement that places the average mean temperature and the death-rate of Chicago higher than at these other cities is, a statement not warranted by fact.

In transportation facilities there are in Chicago, in its passenger stations, 30½ miles railway tracks. In its freight yards for freight traffic purposes, 550 miles of tracks. The 24 railroads referred to which have terminals in Chicago aggregate 54,411 miles, and tributary to many of these are other lines having traffic arrangements with them, which if added to the 54,000 I have mentioned would swell the total tributary to Chicago to over 70,000 miles, thus establishing the fact, which is well known, I am sure, to you gentlemen, that there are more systems of railroad resting in Chicago, more miles with termini there and more miles of railroad tributary to Chicago than rest in or are tributary to any other city on the face of the globe. [Applause.]

And I will go further and say, but I have not the statistics to sustain the assertion at this time, that if the tons of freight arriving in Chicago and tons of freight shipped from Chicago and the tons of freight passing through Chicago, rail and water in every case, are added together, it will be shown that there is a greater tonnage moving annually through the city of Chicago than moves through any other city in the world. [Applause.]

To conduct in 1889 its passenger traffic 865,353 passenger cars were received and forwarded. Almost a million passenger cars are required to conduct the passenger travel to and from that city in one year. To conduct its freight traffic, rail exclusively, 4,248,769 freight cars arrived and departed during 1889.

In addition to all this is its immense lake commerce. I merely assert a fact well known to you that Chicago is the second port in the United States. In *number* of vessels arriving and clearing it is the first port. In *tonnage* it is the second port. Twenty-two thousand and ninety-five vessels during 1888 arrived and cleared with a registered tonnage of 8,890,666 tons, and 22,190 vessels in 1889 with a registered tonnage of 8,900,000 tons. The figures do not include 3,300 canal-boats in 1888 and 3,500 in 1889, with a tonnage of 751,000 and 790,000 tons in the respective years.

You see, therefore, gentlemen, that these figures go far towards warranting the assertion I made a few moments ago in reference to the vast tonnage that passes through our remarkable city.

To show you the capacity of the facilities for handling people properly and promptly within the city of Chicago I wish to direct your attention to the fine red lines on this map. They indicate the cable-car lines—the lines of street cars moved by underground cables. The dotted red lines represent the horse-car tracks. You will observe them ramifying in all directions. There are cable cars in every division of the city. On the south side, within these limits here [indicating on map], there are 71 miles. Upon the north side, north of the Chicago River, 31 miles; upon the west side, 53 miles. An aggregate of 115 miles. In 1888 they carried a total of 142,675,000 passengers. In 1889 a total of 163,000,000, and the average moved per day was 446,576. I will state the figures in detail for your further information:

Street-car lines.	Length.	Passengers handled.		Average moved per day.
		1888.	1889.	
	<i>Miles.</i>			
South side lines.....	71	56,000,000	67,000,000	183,562
North side lines.....	31	28,175,000	31,000,000	84,932
West side lines.....	53.2	58,500,000	65,000,000	178,082
Total.....	115.2	142,675,000	163,000,000	446,576

To double the capacity of the street-cars lines is a question only of putting on additional cars.

I prepared, because I thought it might be of interest, an estimate of the number of passengers that can be handled by the Chicago railroads and water-carriers. Steam railroads per hour, 148,335, and per day of 18 hours, 2,670,000 people. Steam-ship lines to other ports, 17,000 per day of 18 hours.

Senator COLQUITT. Is that the capacity now, or what you contemplate making it?

Mr. JEFFREY. That is the estimated capacity with increased equipment upon the existing tracks to meet an emergency when there will be a large influx of population.

There are excursion boats, as I have before explained, plying between points in and around the city, and they can carry 14,160 passengers per hour or 255,000 per day of 18 hours. The aggregate capacity, rail and water, is therefore seen to be 162,495 per hour, or 2,942,030 per day, and this can be increased by laying additional tracks and building additional boats. I wish to direct the attention of the committee to the fact that for the convenience of those who live throughout the country there are over 40 lines of through passenger and sleeping cars between other cities and Chicago. In other words, from Chicago in all directions, except east across Lake Michigan, every 24 hours there flies out over the continent north to the Canadian border, south to the Gulf, and southwest to the borders of Mexico, west to the Pacific, and east to the great interior cities and to the Atlantic Ocean, more than forty different lines of through cars, having termini in other cities. There is no other city in the entire world that can make such an exhibit of facilities and conveniences for people to come to or depart from it by rail. [Applause.]

I appear before you not only in behalf of this great city about which I have tried to briefly give you some statistics, but also in behalf of the great territory that has built that city up to what it is now, and I

wish, with your permission, to point out to you what has made Chicago's greatness.

The energy of Chicago men has helped build her up. The territory tributary to her has made her what she is and that territory is geographically so beautified, invigorated, bounded, and shaped by great inland seas that it was an absolute impossibility for Chicago to avoid growing to its present dimensions, and it can not resist a growth to three times its present population in seventy-five years.

You will observe (indicating on a map of the United States) that from the Canadian border, resting on the north shore of Lake Superior, to the southern end of Lake Michigan there is, except at the Sault Ste. Marie Rapids, no means of continuous transportation between the East and Northwest, by rail, except around the south end of Lake Michigan unless Canadian railways are used. From the mouth of Arrow River, the point of intersection of the Canadian border and Lake Superior to Chicago, an air-line is 425 miles. Four hundred and twenty five miles of impassible barrier by rail except at the point I have indicated. Four hundred and twenty five miles of barrier that has compelled, from the time the western country was settled, its products to pass around the south end of Lake Michigan, and in going around it to pay tribute to Chicago. It can never be otherwise in the nature of things. It is a natural geographical advantage. It is a thing that can not be changed. It will always exist, and hence Chicago must continue to grow even though her growth be not accelerated by the energy of her citizens.

West [pointing to the map] from Chicago to the base of the Rocky Mountains is about 900 miles; east to the Atlantic Ocean is about 900 miles, and south to the Gulf about 900 miles. Fertile lands everywhere. The greatest productions of the American continent are tributary to Chicago. Illinois herself is a demonstration of this. Her area is 1.55 per cent. of the total area of the United States. Her population is 6 per cent., her wheat 8 per cent. of the United States wheat crop, her corn 14 per cent. of the United States corn crop, her oats 17 per cent. of the United States oat crop, and her bituminous coal is 14 per cent. of the output of bituminous coal in the United States.

That is the one State of Illinois. We, therefore, not only on behalf of this city I have endeavored to present to you, but also in behalf of the State of Illinois, ask that you in your wisdom conclude that Chicago is where the exposition should be held.

But I would be false to our sister States if I failed to give you, briefly, the reasons why they should be considered in this discussion. I have grouped nine great States—Illinois, Indiana, Iowa, Kentucky, Missouri, Ohio, Michigan, Minnesota, and Wisconsin. The group of States around here [indicating on map] are those referred to.

Without overburdening you with figures—as all you care for are the conclusions, and they can be determined by any one as well as they can be by me—I will state that the area of the States mentioned is 13 per cent. of the area of the United States, the population is 35 per cent., the railway mileage 37 per cent., the wheat crop 51 per cent. of the wheat crop of the United States, the corn 57 per cent. of the corn crop, the oats 60 per cent. of the oat crop, and their production of bituminous coal is 40 per cent. of the bituminous coal annually mined in the country.

To show that these nine States are advanced in manufactures I supplement what I have stated by adding that they in 1888 produced 30 per cent. of the pig-iron made in the United States.

Indeed there is no other group of nine States that will compare with them in all that is essential to prosperity. Their debt is 12 per cent.

of the total State debts in the Union, according to the last statistics that I could obtain.

I will say further that in 1888 two of these States were without debt, and I believe that to-day three, and possibly four of them, have no debt at all.

I submit to your honorable committee the statistics I have prepared, and upon which the conclusions stated are based.

States.	Area.	Estimated population, 1892.	Railroad mileage (Poor's Manual).	
			1860.	1888.
	<i>Sq. miles.</i>		<i>Miles.</i>	<i>Miles.</i>
Illinois .....	55,414	3,900,000	2,790	9,904
Indiana .....	33,809	2,400,000	2,163	5,912
Iowa .....	55,015	2,000,000	635	8,366
Kentucky .....	37,690	2,000,000	534	2,396
Missouri .....	63,370	2,750,000	817	5,728
Ohio .....	39,972	3,900,000	2,946	7,683
Michigan .....	56,451	2,200,090	779	6,789
Minnesota .....	83,531	1,600,000	.....	5,366
Wisconsin .....	53,924	1,857,000	905	5,436
Total .....	481,196	22,607,000	11,569	*57,780
Total United States .....	3,581,385	65,000,000	.....	157,000
Percentage in nine States .....	13	35	.....	37

\* An increase of 46,211 miles in twenty-eight years.

#### *Agricultural features.*

State.	Wheat crop, 1888.	Corn crop, 1888. *	Oat crop, 1888.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
Illinois .....	33,556,000	278,060,000	137,400,000
Indiana .....	28,879,000	125,478,000	28,522,000
Iowa .....	24,196,000	278,232,000	67,090,000
Kentucky .....	10,436,000	81,545,000	8,454,000
Missouri .....	18,496,000	202,503,000	34,909,000
Ohio .....	28,703,000	93,018,000	33,819,000
Michigan .....	24,028,000	29,025,000	26,668,000
Minnesota .....	27,881,000	29,622,000	43,540,000
Wisconsin .....	13,855,000	32,733,000	42,768,000
Total nine States .....	210,032,000	1,141,296,000	423,170,000
Total United States .....	415,868,000	1,987,790,000	701,735,000
Percentage in nine States .....	51	57	60

\* The corn surplus States are Illinois, Iowa, Indiana, Ohio, Missouri, Kansas, and Nebraska.

#### *Coal and iron.*

[Coal, ton 2,240 pounds; pig iron, ton 2,000 ponds.]

States.	Bituminous coal output, 1887.	Pig iron, 1888.
	<i>Tons.</i>	<i>Tons.</i>
Illinois .....	9,177,580	579,307
Indiana .....	2,872,958	15,260
Iowa .....	3,994,489	.....
Kentucky .....	1,726,058	56,790
Missouri .....	2,865,996	91,783
Ohio .....	9,197,954	1,103,818
Michigan .....	63,804	213,251
Minnesota .....	.....	.....
Wisconsin .....	.....	116,037
Total nine States .....	29,898,839	2,176,246
Total United States .....	75,416,964	7,268,507
Percentage in nine States .....	40	30

*Debt, nine States.*

States.	Year.	Debt.
Illinois .....	1888	No debt.
Indiana .....	1888	\$0, 470, 608
Iowa .....	1888	245, 435
Kentucky .....	1888	674, 000
Missouri .....	1889	9, 525, 000
Ohio .....	1887	3, 416, 465
Michigan .....	1888	239, 993
Minnesota .....	1887	3, 965, 000
Wisconsin .....	1888	No debt.
Total nine States .....		24, 536, 501
Total United States .....		201, 320, 029
Percentage in nine States .....		12

A few words now in reference to whether or not the exhibition should be located for the convenience, education, and advancement of our own people or of those from abroad.

It is scarcely necessary to remind you that the attendance of foreigners is limited by the carrying capacity of the ocean passenger vessels. They place a limit upon the number of people who can reach our shores.

I can show by recently published figures that during 1889 there were landed in the port of New York from Europe 96,686 cabin and 315,227 steerage passengers. Less than 100,000 cabin passengers during the year.

The number of passenger vessels plying between New York and European ports is about one hundred. Their capacity for cabin passengers is 6,000 in round numbers weekly. If the exposition should be continued for one hundred and fifty days, or, to make computation easier, if it should continue for twenty-five weeks, that would be at 6,000 per week, 150,000 people. But assuming that vessels will be transferred from other routes by these steam-ship companies, it is estimated that in twenty-five weeks 184,000 passengers could be placed in the ports of New York, Boston, Philadelphia, Baltimore, and Montreal, and by building new ships within the next two years and so increasing the available equipment, it might be possible to place 277,000 European visitors within our borders.

I wish now to ask—having shown that the extreme limit is 277,000, that the reasonable limit is 184,000, and believing that the probable number is 125,000—if an exposition should be so located as to inconvenience and put to expense the millions of our own citizens who will desire to visit it, to the end that possibly 184,000 or 200,000 visitors from Europe may be inconvenienced in their visit to us.

I think, gentlemen, that it is no greater fatigue for one foreign visitor to travel from New York to Chicago in a train equipped with palace sleeping, and dining cars, a barber-shop, and bath-room than it is for one American citizen to travel from Chicago to New York. [Applause.] And if there should be 3,000,000 Americans who desire to see the exposition and who are compelled to go to New York to do so, and if there should be but 200,000 foreign visitors to the exposition if it be held in Chicago, is it not as an economic question wiser, better statesmanship, more considerate of humanity, and more considerate of ourselves and our own interests to inconvenience the 200,000 foreigners and save our fellow citizens expense and fatigue and time? [Applause.]

One further thought in connection with this. We have as good railway tracks in this country as there are in the world. We have the best

freight cars that there are running in the world; cars which ride the easiest, which carry freight with the least jar, the least liability of damage, and, as a railroad man of thirty-three years' practical experience, from an apprentice boy in the machine-shop to general manager, I say that the foreign exhibits can be transported just as safely from the Atlantic sea-board to Chicago, no matter how valuable they may be, as can our wives and children be transported over the same railways from Chicago to New York. [Applause.] Nor did I find when in Europe any objection on the part of exhibitors to going to Chicago. They did not urge upon me any reason such as I have heard put forward here to-day of damage to exhibits and of fatigue of inland travel and similar objections. They said to me in their imperfect English—for unfortunately I am a poor French scholar—"Mr. Jeffrey, we want to travel where we trade. The things that we sell in your country are sold mainly in territory that is nearer Chicago than it is to New York or St. Louis or Washington. [Applause.] We want to reach the people with whom we trade. We want to establish branch stores in your city to increase our trade, and we want to establish such personal relations as will enable your people to increase their trade with us."

I am repeating to you what was said to me by scores of people—men in all classes of business, and also men distinguished to some extent in statesmanship and in public affairs.

It seems to me, gentlemen, that there remains but one other point to which I ought to refer, and that is in reply to what was said by one of the speakers who preceded me concerning the transportation of orange groves from Florida to Chicago, as compared with their transportation from Florida to New York.

I do not think the subject will weigh very heavily with you. It is not from orange groves that the entire country has derived its prosperity. They contribute to the wealth and prosperity of Florida and of Louisiana, but I am satisfied from my knowledge of those who are engaged in cultivating oranges in Louisiana that the owners of the groves would prefer to visit an exposition in Chicago, because they can take a through sleeping-car from the city of New Orleans, and in 35 hours, without change of cars, arrive in the City of the Lakes. A preference for that location has been expressed heretofore in resolutions of commercial bodies in the city of New Orleans.

Mr. Chairman, our subscription lists, when submitted to you, will show over twenty-five thousand subscribers in all classes and conditions of life. They contain the names of persons of both sexes. They represent the common desire of men who have accumulated fortunes of millions, and of wage-workers in factories and fields. They embrace the names of not only citizens of Chicago, and of the State of Illinois outside of Chicago, but of our fellow citizens in nearly every State in the Union.

These subscription lists come to you with a strength superior to that of ordinary petitions. They embrace the hopes of those who have helped to build up the great West, of which Chicago is the crowning glory.

In conclusion, and in behalf of more than twenty-five thousand contributors; in behalf of the city of Chicago, the greatest commercial city on this continent; in behalf of the State of Illinois, the greatest State that there is west of the Atlantic seaboard States; in behalf of our group of sister States, including Missouri, which contains our rival city, St. Louis; in behalf of the entire West and Northwest, and in behalf of the States of the Lower Mississippi Valley, I appeal to you, Mr.

Chairman, and to your distinguished associates on this committee, to select Chicago as the location for the Exposition of 1892. [Long and continued applause.]

Senator FARWELL. Mr. Depew made the statement here that of the visitors to the fair in Paris 27,000,000 of the 30,000,000 were from Paris and environments, and 3,000,000 from the outside. Have you any statistics on that subject?

Mr. JEFFERY. I have not, Mr. Senator, but my impression is that his estimate can not be very far out. It was said by some of the gentlemen with whom I conferred in Paris that the attendance of foreigners was about 600,000, and if they visited the exposition an average of five times each, that would make 3,000,000.

At 4 o'clock p. m. the committee adjourned.



